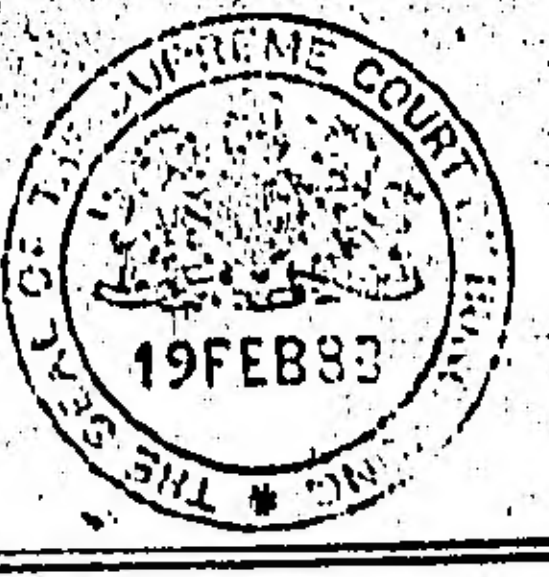


The Hongkong Telegraph.



No. 324.

FRIDAY, FEBRUARY 9, 1883.

SIX DOLLARS
PER QUARTER.

Intimations.

LANE, CRAWFORD & CO.

PIANOS

ARE GREATLY INJURED, ESPECIALLY IN A TRYING CLIMATE LIKE THAT OF HONGKONG, by allowing them to drop out of Tune; the great Tension caused by tightening up the strings again being exceedingly trying.

A Good Instrument will probably last Twice as long in Hongkong, if kept constantly in Tune.

LANE, CRAWFORD & Co.
having a thoroughly competent Tuner from BROADWOOD & SONS, keep Pianos in Tune and REPAIR at a MODERATE CHARGE.

LANE, CRAWFORD & Co.
Hongkong, 13th January, 1883. [296]

Insurances.

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND.....Tls. 290,553.95

TOTAL CAPITAL and
ACCUMULATIONS, 8th
May, 1882.....Tls. 940,553.95

DIRECTORS.
H. DE C. FORBES, Esq., Chairman.
J. H. PINCKVOSS, Esq., Wm. MEYER, Esq.,
A. J. M. INVERARITY, Esq., G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.
Messrs. BARKING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
63 and 65, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.
Subject to a charge of 12 per cent. for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premium paid by them.

RUSSELL & Co.,
Agents.
Hongkong, 23rd January, 1883. [183]

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.
ARNHOLD, KARBERG & CO.
Hongkong, 15th June, 1881.

RECORD OF AMERICAN and FOREIGN SHIPPING.
Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [457]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.
(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.
WOO LIN YUEN
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [106]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 600,000, EQUAL \$35,333.33-
RESERVE FUND.....\$70,858.27.

BOARD OF DIRECTORS.

LEE SING, Esq., LEE YAT LAU, Esq.,
LO YUOK MOON, Esq., CHU CHIK NUNG, Esq.

MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 1st September, 1882. [501]

For Sale.

G. FALCONER & CO.

WATCH and CHRONOMETER MANUFACTURERS

JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS and BOOKS.

No. 46, QUEEN'S ROAD CENTRAL. [434]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK-MAKERS.

JEWELLERS, SILVER-SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

SOLE AGENTS

for Louis Audemar's Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES.

No. 38, QUEEN'S ROAD CENTRAL. [447]

Notices of Firms.

NOTICE.

THE BUSINESS of GENERAL PRINTERS and BOOKBINDERS hitherto conducted by the Undersigned will henceforth be carried on under the style or firm of

GUEDDES & Co.
Mr. F. D. GUEDES being the only PARTNER in the Firm.
DE SOUZA & Co.
Hongkong, 31st January, 1883. [105]

NOTICE.

I HAVE This Day PURCHASED the GOODWILL and STOCK-IN-TRADE of W. P. MOORE'S HAIR DRESSING SALOON, Hongkong Hotel, I trust to meet the same Patronage so Liberally Bestowed upon my Predecessor.
J. P. MARMANDE.
Hongkong, 25th January, 1883.

IN reference to the above the Undersigned having disposed of his BUSINESS, takes this opportunity of returning his sincere thanks for the Liberal support he has received during the time he has been in Business.

W. P. MOORE.
Hongkong, 25th January, 1883. [92]

To be Let.

TO LET,
WITH IMMEDIATE POSSESSION.

FOUR LARGE ROOMS in Blue Buildings, Wanchai, (opposite the Long Pier) lately occupied by Mr. H. Joyce.

Apply to
H. H.,
Care of Messrs. SAYLE & Co.
Hongkong, 29th January, 1883. [103]

TO LET.

NO. 4, OLD BAILEY STREET,
No. 6, QUEEN'S ROAD CENTRAL,
lately occupied by PACIFIC MAIL STEAMSHIP COMPANY.

NO. 8, SEYMOUR TERRACE,
No. 9, SEYMOUR TERRACE,
No. 25A, PRAYA CENTRAL.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 17th January, 1883. [7]

TO LET.

A TWO STOREY HOUSE (6 ROOMS) in Mosque Junction. The above has Gas and Water laid on; and immediate possession can be had.

For Particulars apply to
D. NOWROJEE,
Hongkong Hotel.
Hongkong, 27th November, 1882. [18]

Intimations.

THE HONGKONG HOTEL.

THE DIRECTORS of the HONGKONG HOTEL COMPANY, LIMITED, ARE NOW PREPARED TO RECEIVE OFFERS FROM SUITABLE PERSONS FOR A FIVE OR TEN YEARS LEASE OF THE HONGKONG HOTEL, AND FURNITURE COMPLETE.

This well known HOTEL is situated in the Queen's Road, Hongkong, within a few yards of the principal landing place in the Colony.

It is a large and commodious building, replete with every modern improvement and convenience. It contains an ELEGANT AND SPACIOUS BAR, A LARGE BILLIARD ROOM, READING ROOM, A DINING HALL to accommodate 170 Persons, FIFTY TWO BED ROOMS, TWO CAPITAL BOWLING ALLEYS, together with all the other necessities of a well appointed Hotel.

It is the only First Class Hotel in the Colony, and is always patronised by a number of permanent boarders, consisting principally of Government Officials, Military and Naval Officers and their Families, &c.

It is at present under a Lease to Messrs. DORABJEE and HING-KEE, which lease expires on the 15th October, 1883.

Applications to be addressed to—
THE CHAIRMAN,
THE HONGKONG HOTEL CO., LIMITED,
HONGKONG.

Hongkong, and January, 1883. [34]

NOTICE.

THE GOLDEN SCISSOR,
No. 13, POTTINGER STREET.

A. M. ROBIN
(LATE OF T. M. LAWSON'S, CALCUTTA.)

TAILOR, Shirt and Brooches Maker and General Outfitter. Mr. ROBIN invites Public Patronage and guarantees a perfect fit at Moderate Charges.

N.B.—Note the address.
THE GOLDEN SCISSOR,
No. 13, Pottinger Street.
Hongkong, 8th December, 1882. [797]

For Sale.

D. K. GRIFFITH.

MANUFACTURER OF THE LONDON

7, BEACONSFIELD ARCADE,
(Opposite the City Hall)

Having Purchased the entire Machinery of the late Mr. E. CHARTERIS'S

SODA WATER FACTORY
is now prepared to execute the largest orders for every description of Aerated Waters with promptness and despatch.

SUPERIOR QUALITY
IS GUARANTEED.
Consumers are invited to try those carefully

Manufactured
SPARKLING WATERS.

THREE DOZEN FOR ONE DOLLAR.
All Orders and Communications should be addressed to The Factory,
7, BEACONSFIELD ARCADE.
Hongkong, 11th April, 1882. [235]

Intimations.

ROSE & CO.

31 AND 33, QUEEN'S ROAD CENTRAL.

HAVE JUST RECEIVED A CHOICE VARIETY

OF FRENCH AND ENGLISH TWEEDS

GENTLEMEN'S SUITINGS

CASHMERE AND ANGOLA NOVELTIES

ALL OF WHICH ARE SHIRRED READY FOR MAKING UP.

GENTLEMEN'S FELT HATS (Christie's) the latest shapes.

WHITE AND COLOURED SHIRTS.

LINEN COLLARS AND FANCY SCARVES.

GENTLEMEN'S HOSE in great variety.

UNDERSHIRTS in Balbriggan, Merino, Cashmere and Lambswool.

GENTLEMEN'S KID GLOVES and BUTTONS.

UMBRELLAS and WALKING STICKS.

LADIES' DEPARTMENT.

DRESS GOODS in CASHMERE, FANCY WOOL and OTHER TEXTURES.

BROCADED CAJUZES and GRENADINES.

CASHMERE EMBROIDERED COSTUMES.

BRAIDED JACKETS, CLOTH MANTLES.

RICH BROCADED SILKS.

COLOURED BROCADED SILKS and MOIRE'S.

LACES, RIBBONS, FLOWERS, FEATHERS, SASHES, LACE FISHUS, COLLARS, &c.

LADIES' KID GLOVES 2, 4, 6, 8, and 12 BUTTONS.

FANCY JET GOODS in endless variety.

LADIES' AND GENTS' CAMBRIC HANDKERCHIEFS.

LADIES' AND CHILDREN'S UNDERCLOTHING.

HOSIERY and CORSETS.

HABERDASHERY, UMBRELLAS, and SUNSHADES.

&c., &c., &c., &c., &c.

A LIBERAL DISCOUNT FOR CASH PAYMENT.

ROSE & CO.,

31 & 33, QUEEN'S ROAD—HONGKONG.

Hongkong, 2nd February, 1883. [1579]

W. BREWER.

PUBLIC CIRCULATING LIBRARY.

HAVING long felt the need of a PUBLIC CIRCULATING LIBRARY in Hongkong, I have determined, should a sufficient number Volunteer to Subscribe to it, to form a Library on the same basis as Circulating Libraries are formed in England, and from my Experience in such matters in England, I feel certain that I can form and conduct a Library satisfactorily to all. My Experience in the East Teaches me that the principal demand would be for LIGHT LITERATURE, and the Ordinary 3-Volume English Novels would therefore preponderate, at the same time Works of any interest on Science, Biography and Travel would find their place on the Library Shelves.

THE SUBSCRIPTION WOULD BE \$15 PER ANNUM FOR A SINGLE SET OF BOOKS.

Willing Subscribers will kindly send in their Names as early as possible in order that some estimate might be formed of the probable success of the Scheme.

W. BREWER,

QUEEN'S ROAD.

Hongkong, 25th January, 1883. [703]

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO.
ARE SHOWING.

WITH A VIEW TO REDUCING OUR STOCK TO MAKE ROOM FOR NEW GOODS

WE ARE OFFERING FOR ONE WEEK ONLY.

FANCY CHECKED DRESS MATERIALS.....	@ 15c. PER YARD USUAL PRICE	25c.
INVISIBLE CHECKED Do..... <td>@ 15c. do. do.</td> <td>25c.</td>	@ 15c. do. do.	25c.
POMPADOUR DELAINES Do..... <td>@ 20c. do. do.</td> <td>65c.</td>	@ 20c. do. do.	65c.
ROUGH & READY SERGES Do..... <td>@ 20c. do. do.</td> <td>30c.</td>	@ 20c. do. do.	30c.
CHECKED MOHAIRS Do..... <td>@ 30c. do. do.</td> <td>75c.</td>	@ 30c. do. do.	75c.
TERRA COTTA & OTHER STRIPED SATINETTES..... <td>@ 50c. do. do.</td> <td>75c.</td>	@ 50c. do. do.	75c.
FANCY VELVETEENS..... <td>@ 35c. do. do.</td> <td>50c.</td>	@ 35c. do. do.	50c.

ALSO

LADIES SHOES.....	@ \$1.25 PER PAIR	do.	\$2.50.
LADIES SHOES..... <td>@ \$1.50 do. do.</td> <td>do.</td> <td>\$2.50.</td>	@ \$1.50 do. do.	do.	\$2.50.
LADIES SHOES..... <td>@ \$1.75 do. do.</td> <td>do.</td> <td>\$2.82.</td>	@ \$1.75 do. do.	do.	\$2.82.

N.B.—JUST OPENED A CASE OF ATKINSON'S SCENTS.

A LIBERAL DISCOUNT FOR CASH.

SAYLE & CO.,

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 6th February, 1883. [659]

"NOVELTY STORE."

MARINE HOUSE, QUEEN'S ROAD.

NOW SHOWING EX LATE ARRIVALS THE FOLLOWING

NEW ARTICLES—

Electric Repeater Call Bells, Parisian Coffee Making Machines of New Style, Morocco, Russia Leather and Polished Steel Cigarette Cases, Parisian Vases of Majolica and Fine China Ware in elegant designs, Olive, Walnut and Ebony Wood Photo Frames of Assorted designs, Small Fire Proof Cash Boxes in Shape of a Safe with Secret Lock Arrangement, Unframed Olographs and Chromo Lithographs of Assorted designs and Sceneries, Ladies' and Gentlemen's Card Cases of Morocco and Russia Leather with small Ivory Memo Slate, Fancy Embossed Initial Note Paper and Envelopes, any initial can be had, Fancy Japanese Stationery for Wedding and other Invitations, Endorsement Boxes and Endorsing Blue, Black and Red Inks, Ladies' and Gentlemen's Silk Umbrellas, Masks and Dominoes, Clothes, Tooth and Hair Brushes in Assorted Patterns, Ebony Handle Sliding Aluminium Gold Penholders, Hendries', Gosnell's, &c., Perfumery, Soap, &c., Havana Cigars of Assorted Brands, The Flor del Mondo Cigarettes, Kaisari-Hind Cigarettes, Duchess Cigarettes, Empress Cigarettes, Princess Cigarettes. All made of pure and choicest Turkish Tobacco.

BINOCULARS AND OPERA GLASSES OF BEST MAKE.

S. MEYERS,

MANAGER.

Hongkong, 24th January, 1883. [28]

For Sale.

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

QUARTS.....\$22 per Case.

PINTS.....\$23 per Case.

Apply to
MELCHERS & Co.

Hongkong, 2nd March, 1882. [8]

TO SPORTSMEN.

FOR SALE AT LESS THAN COST.

OWING TO OWNER LEAVING THE COLONY.

Silk-lined RACING SADDLE.

RACING WHIPS with Silver Mounts.

The above, which are ALL NEW, may be seen at the "HONGKONG TELEGRAPH" OFFICE and will be sold at a BARGAIN.

Hongkong, 2nd November, 1882. [12]

For Sale.

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAIR & SONS'

MERCHANT NAVY

NAVY BOILED

LONG FLAX

CROWN

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881. [458]

For Sale.

SANG LOONG,

No. 9, LYNDBURST TERRACE.

DEGS to announce to the Ladies and Gentle- men of Hongkong that he has FOR SALE at Moderate Prices—LADIES' and GENTLEMEN'S BOOTS and SHOES, LAWN TENNIS SHOES, HOSIERY, SHIRTS, CLOTHS, &c.

A Variety of CHILDREN'S HOSIERY, &c.
Hongkong, 24th January, 1883. [76]

Intimations.

SEALED TENDERS will be received by the Undersigned at or before NOON of WEDNESDAY, the 21st instant, for EXTERNAL COLOURING, &c. of ROYAL NAVAL HOSPITAL according to Specifications and Conditions which can be seen on Application at the NAVAL STOREKEEPERS OFFICE.

The right to reject the lowest or any Tender is reserved.

WILLIAM HYNES,
Officer Performing Storekeeping Duties.
H.M. NAVAL YARD.
Hongkong, 7th February, 1883. [126]

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

BETWEEN SATURDAY and MONDAY NEXT First-class Fare to MACAO and BACK will be \$3, Second-class \$1.50.

By Order,
P. A. DA COSTA,
Secretary.

Hongkong, 6th February, 1883. [124]

WANTED IN KOWLOON A SMALL HOUSE, (detached preferred) with GARDEN, also COOK HOUSE desirable, for a period of 6 to 12 months.

Address
S. & J.,
Care of This Office.

Hongkong, 7th February, 1883. [127]

LOST.

AT THE RACECOURSE on SATURDAY, January 27th a RACE GLASS. The Finder will be Rewarded on RETURNING the same to

W. M.,
Care of Hongkong Telegraph Office.
Hongkong, 5th February, 1883. [121]

THE LONDON AND SINGAPORE ANTI-FOULING PAINT COMPANY, LIMITED.

(DENNY'S PATENTS.)

INCORPORATED UNDER THE COMPANIES ACTS 1862 to 1880, THE LIABILITY OF SHAREHOLDERS BEING LIMITED TO THE AMOUNT OF THEIR SHARES.

APPLICATIONS for SHARES in the above Company will be received by the HONGKONG AND SHANGHAI BANKING CORPORATION at Hongkong up to the 15th February instant, inclusive, and by their AGENTS at Shanghai, Amoy, Foochow, Hankow, Ningpo, Swatow, Tientsin, Yokohama, Nagasaki, Hio, Saigon, Haiphong, Hanoi, and Manila up to the 22nd February, inclusive.

For full information respecting the prospectus, Shares, &c. of the above Company, apply to DENNY'S & MOSCOP,
18, Bank Buildings, Queen's Road,
Solicitors and Agents in Hongkong.

Hongkong, 3rd February, 1883. [116]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FOURTEENTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, 45, Queen's Road, Victoria, at FOUR O'CLOCK in the AFTERNOON of TUESDAY, the 20th February, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1882.

THE TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 20th inst., both days inclusive.

By Order,
JAS. B. COUGHTRIE,
Secretary.

Hongkong, 1st February, 1883. [107]

WANTED.

BY THE ADVERTISER
A SITUATION AS
OFFICE ASSISTANT OR STORE-KEEPER.

Address—
M. E. G.,
Care of Hongkong Telegraph.
Hongkong, 13th December, 1882. [19]

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF PEKING,"
will be despatched for San Francisco, via Yokohama, on TUESDAY, the 20th instant, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Intimations.

A. S. WATSON & CO.
INVITE INSPECTION OF A WELL
SELECTED STOCK OF
FANCY CHRISTMAS
GOODS,COMPRISING —
CHRISTMAS AND NEW YEAR CARDS
IN GREAT VARIETY.

SWEETS AND CONFECTIONERY.

FANCY SATIN COVERED BOXES

CUT GLASS TOILET-BOTTLES.

CHRISTMAS CARD ALBUMS.

IVORY BACK HAIR BRUSHES.

SCIENTIFIC TOYS.

ATKINSON'S, HENDRIE'S, AND LUBIN'S
PERFUMES.

&C., &C., &C.

A. S. WATSON & Co.,
CHEMISTS, DRUGGISTS,
AND
PERFUMERS.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

BIRTH.

At "Belle Vue," Kowloon, on the 8th instant, the wife of Mr. J. DREWSTER, Army Medical Department, of a Daughter.

The Hongkong Telegraph

HONGKONG, FRIDAY, FEBRUARY 9, 1883.

RUMOURS were circulating throughout the Colony yesterday, that the steamship *Kennure Castle*, of Messrs. THOMAS SKINNER & SONS well-known "Castle" line of steamers, had been wrecked in the Bay of Biscay on her passage from London to China. That these rumours had good foundation, the telegram published in another place amply testifies. It would appear that the ill-fated vessel left London a few days ago laden with a general cargo, including a large quantity of iron, for the Far East, and encountering a heavy gale in the Bay of Biscay foundered, with, it is feared, fatal results. The telegram states that a portion of the crew and passengers were saved, so it is only reasonable to infer that the loss of the *Kennure Castle* has, like the wreck of the *Fleur de Lys* at Cape Gardafui a few months back, been attended with serious loss of life.

In the absence of any particulars, all surmises as to the causes which led to the foundering of the *Kennure Castle* can only be regarded as mere speculation. If it be correct that the steamer was heavily laden with iron, it is probable enough that in a heavy gale the cargo may have shifted, and thus rendered the vessel an easy prey to the elements. The *Kennure Castle* was formerly well known on this coast as the *Burns*, and her commander, Captain LUCE, had many friends in Hongkong. The extremely bad luck of the "Castle" steamers has of late become proverbial. The *Braemar Castle*, *Fleur de Lys* and *Kennure Castle* have all been lost within the past two or three years.

TELEGRAMS.

LONDON, February 7th.

LOSS OF THE *KENMURE CASTLE*.
The steamer *Kennure Castle* foundered during a gale in the Bay of Biscay; a portion of the crew and passengers were saved.

LOCAL AND GENERAL.

A HINT for Mr. Collins. An Australian coffin dealer inscribes the following motto on his caskets: "Let me hide myself in thee."

It is stated that the Bishop of Metz has declined the decoration of the Iron Cross, according to him by the Emperor, because he wishes to keep aloof from all politics.

AN American paper says that ladies who wear cockroach ornaments can get a supply in any well-regulated newspaper office. Until fashion stepped in with the information, no editor ever knew what cockroaches were for.

BRET HARTE's first poetic "fragment" commenced in these words:—
"I slipped the neck of her lips;
I slipped and hovered o'er her hair."
And the last two lines were as follows:
"Her father's foot flashed on the scene—
I'm wiser now and sorer."

WE quite endorse the sentiments of the Editor of the Philadelphia *News* when he says that it is not right to use the obnoxious term, "born idiot" in speaking of a woman of 40 who left her family and eloped with a youth of 19. It is not right, because it leaves you no epithet sufficiently strong to apply to the young man.

THE Grand Duke Vladimir of Russia, at present in Paris, possesses herculean strength. As an evidence of it, it is related that when he visits one of his intimate friends and does not find him at home, he is accustomed, instead of leaving his card, to leave a piece of silver, which he doubles with his fingers as easily as if it were but a bit of cardboard.

"I TELL you there's lots of money in it," said N—, speaking of the splendid chance to make a good thing afforded by a local concern that has been predicted to turn out a regular *El Dorado*. "That's so," remarked the shrewd and matter-of-fact J. "There's \$5000 of mine in it if there's any way of getting money out of the thing I should like to know it."

AN account is given in English journals of the performance of a locomotive on the Great Northern Railroad, which recently carried the Duke of Edinburgh from Leeds to London, 186 miles, in three hours, or at the rate of 62 miles per hour. This speed has frequently been equalled, and sometimes surpassed for short distances. The engine had driving-wheels eight feet in diameter.

SARAH Bernhardt-Damala's delicacy of constitution, a prominent French manager declares, is much exaggerated in the papers. She is a woman of wire, and can endure twice as much fatigue as a woman of apparently twice her strength. One great secret of her power of endurance is the facility with which she can go to sleep. Travelling by day, she merely pulls down the curtains of her compartment and slumbers soundly through the hours of her journey.

WE note that the Directors of the Austrian Kronprinz Rudolf Railway have been making trials of the electric light upon one of their locomotives. The Schuckert system was adopted, in combination with a Brotherhood three-cylinder machine, and a space of 598 square yards on a straight track and 239 square yards on a curve was illuminated. This space is sufficient, and the trials were generally satisfactory, but the cost of establishing the light has so far deterred this company from adopting it upon all its engines.

AT last, observes a contemporary, the grand secret has leaked out. We have a balance-sheet of the one hundred thousand dollars raised and spent under what was known at the time as the New York Skirmishing Fund. The first item is one of thirty-six thousand dollars for constructing and superintending a ramp. Another pleasing item is one of one thousand three hundred and thirty-one dollars for Mr. O'Donovan Rossa's salary. Mr. James O'Kelly, M.P., received ten thousand dollars; Mr. John Devoy about six thousand, and other "gentlemen" in proportion. No wonder that these persons are anxious to keep the land agitation going. As to the "ramp," which was built to work such terrible ruin amongst shipping, that has been sold for old iron. It is probable that even the mad American Fenians have learned just a shade of wisdom by this time, and that we shall hear no more of skirmishing funds.

HAPPILY "our withers are unwrung." The *Lancet* utters a note of warning against the use of arsenic for the complexion. According to this veracious print, a statement has recently been circulated (and has already done harm) to the effect that arsenic is good for the complexion if taken in small doses. Even if we had any care as to the beauty of our skin we should hesitate before taking arsenic when whisky, or its kindred spirits, will bring about the same result in a much more simple and pleasant fashion. As a colouring agent for the face—especially for the nose—unsweetened gin, whisky, rum, and brandy can give arsenic, or any other poison, a very long start and a beating. The warning in our case is therefore not wanted. It is still, however, of use, as there are many women in the world foolish enough to swallow anything if they thought they could thereby score a point in front of their neighbours.

SAYS the *Sportsman*—People may laugh as they will at the vagaries of the aesthetic section of the community. It is an undoubted fact that they are causing a gradual social revolution. The change is felt in many quarters, and is apparent in the decorations of our houses, and in the dresses of the wives and daughters of the age. It has gone further than this, however, for it has affected even the simple gipsy tribe. A few days since a gipsy wedding took place in a Cheshire church, when, we are told, the taste displayed in the costumes of the bride and bridesmaids was something remarkable. The bride wore a dark green gown, with fashionable "dress-improver" in the rear, while her head was crowned with a wreath of golden ivy leaves. One of the bridesmaids wore a dress composed of peacock blue velvet, while her head was decked out with pink chrysanthemums. This is certainly an advance on the old gipsy form. No mention is made of sunflowers or peacock's feathers, as these may not be obtainable by the dusky wanderers.

Still we may yet hope to see the simple gipsy maiden sitting on a milestone admiring a dock-leaf whilst her lover at her side is lost in contemplation of the too too utterly beautiful road-side.

WE are informed by the agents, (Messrs. Adamson, Bell & Co.) that the steamship *Bothwell Castle*, from London, is expected to leave Singapore to-day, for this port.

SALVING operations in connection with the cargo of the steamer *Caribbrooke*, are progressing favourably under the direction of Captain Hayden of the *Sea Gull*, who hopes to soon complete the work.

FROM a London telegram dated the 7th instant, we learn that the steamer *Kennure Castle*, of the well-known "Castle" line of steamers, has foundered during a gale in the Bay of Biscay. The information to hand is very meagre, the telegram merely stating that a portion of the crew and passengers were saved.

THE Chinese New Year has passed away without noteworthy incident. The "cracker" nuisance was scarcely so great as is usually the case, although the regulations issued by the authorities, restricting this practice to certain hours, evidently inspired a very small amount of respect, judging from the manner in which said regulations were set at defiance throughout the night, and up to a late hour this morning. Sir John Pope Hennessy doubtless had a strong penchant towards the Chinese; but during his rule the orders of the government were rigidly enforced. Under the present regime things, even in small matters, are greatly changed—and not for the better.

A CORRESPONDENT of the Detroit *Free Press* writes:—Among the many ridiculous fashions, none now in vogue is more glaring than wearing ornaments around the hat made to imitate those horrible reptiles—snakes and toads. Imagine, if you can, anything more barbaric than to see a fine bonnet disguised by these things peeping out under the mass of trimmings with which the bonnet is adorned. One bonnet that I saw had one of these big green frogs perched right on top of it, and the long strings were stamped with figures of the same creature. What it was made out of I cannot say, but it looked real as a living one. Another bonnet that I saw worn by a fashionable lady had twelve white mice (stuffed) as a part of the ornamentation. They seemed to be playing "hide and seek" among the feathers and velvet on the crown. On some bonnets I have seen owls' heads, with their great eyes seeming to stare you right in the face. A lady wearing a bonnet with owls' heads on it almost frightened a little girl into screams recently, and was compelled to cut short her visit to get out of the way of the timid little one.

FROM the report of the steamship *Merionethshire*, Captain G. W. Read, which arrived here this morning from Singapore, we learn that they picked up a Chinese junk in the Bay of Bengal, with six starving Chinamen on board. The poor wretches had been eight days without food and six without water, and were in a very weak condition. Considerable difficulty was experienced in getting them on board the *Merionethshire*, owing to the heavy gale which was blowing, the high sea which was running, and the exhausted condition of the poor castaways. We are glad to learn that the whole six were eventually safely got on board and landed at Penang. It is also satisfactory to know that the kind treatment they received completely pulled them round, they being quite well in health by the time they arrived at Penang. Captain Read and all those who aided in rescuing these poor wretches are deserving of high praise for their Christian-like and manly behaviour in saving from a watery grave, at great risk to themselves, this half dozen of mahogany-skinned Chinese sailors.

News from Korea says (according to the Japan Mail) that Mr. Tong King-Sing, Manager of the China Merchants' Steam Navigation Company, is busily prospecting for mines with the aid of two foreign experts, whose names we have failed to ascertain. The Chinese troops, fifteen hundred men, with about as many followers, still occupy the capital, and their riotous conduct is said to contrast most unfavourably with the orderly behaviour of the three hundred Japanese who constitute the Legation Guard. It is interesting to speculate how long the Koreans will quietly submit to Chinese dictation. Korea has been the parade ground of China's ambitious aggression from the days (A.D. 611) when Yang, Second Emperor of the Sui dynasty, marched against the Gaoi with a host of 1,133,800 men, to the time (1627) when the Generals of the Manchus Taisung sacrificed a white horse and black ox in Ganghwa island at the ratification of the treaty with the Prince of Yuen-chang. It would be curious to see how consistent with history's disposition to repeat itself did the Taung dynasty fall a victim to the perturbing influence Korea seems to exercise upon Chinese judgment and prudence.

A COLOURED woman in Tennessee recently wanted a new chimney. The old one smoked, and the birds that went to roost at the top often fell down and scattered the soot about her best compartment. She was too parsimonious to employ an architect, too poor to engage a builder, besides, she said she could "boss" that bit of a job herself. She went to work with a will, but the result hardly came up to her expectations. In pulling down the old chimney she knocked a hole through her neighbour's roof, and had to pay five dollars for repairing. The mortar and dirt utterly ruined her dress, the trowel cut her thumb, and the injured limb led to a doctor's bill before it was fixed up. Being short of bricks, she resorted to the expedient of taking up the public pavement in front of her house. When the chimney was completed it would not draw by any force or persuasion. A friend suggested a small cartridge as a clearing-medium. This she tried. To a certain extent the experiment was successful. The flue was rent from top to bottom, and the fire grate damaged beyond repair. While she was sitting biling her nails, and contemplating the next move, a policeman came in and arrested her for stealing the public paving. She is now doing three months, and says if ever she takes a "blamed chimney again," she will be —

WE learn by the arrival of the *Hankow* from Canton this afternoon that H.M.S. *Wivern* has been safely floated. The *Hankow* left Canton at 4.30 yesterday, and took up her position alongside the *Wivern* about 6 o'clock. Assisted by H.M.S. *Swift* and the steamboat Company's *Yotsai*, the *Hankow* commenced towing operations at 1.40 a.m., and after an arduous struggle succeeded in getting the *Wivern* off the bank at 3.10 without accident, beyond the steel hawser from the *Hankow* getting foul of the *Swift's* propeller. The operations were carried out under the personal direction of Admiral Willes, who was on board the *Wivern*. The *Vigilant* with the Admiral, was to leave for Hongkong at noon to-day, and will arrive in harbour this evening. It is expected that the *Wivern* will be able to get across the bar at highwater about 4 o'clock to-morrow morning. The *Swift* has remained alongside, and will convey the turret ship in her passage down the river.

On Tuesday last, says the Japan Mail of the 27th ulto, a telegram was received at the office of the Kanagawa prefecture, announcing that a volcanic eruption had taken place at one of the hills known as the "Twins" (Futago-yama). A reply was immediately wired desiring further particulars, and on Friday information arrived that the so-called eruption was nothing more than a landslide, of sufficient magnitude, however, to endanger life and cause some loss of property. In Tokyo people were disposed to regard the occurrence with some alarm, seeing that it was nearly contemporaneous with a severe shock of earthquake felt in the metropolis on Sunday night. Curiously enough, too, previous news from Hakone was to the effect that a constant succession of earthquake shocks had been experienced in the neighbourhood of Ashi-no-yu, the inhabitants of which village were even said to be thinking of descending to a lower level. On the 25th instant another official telegram was received from Ishikawa Prefecture, announcing that on the 23rd instant, the day after that on which the land-slip at Futago-yama took place, a volcanic eruption occurred at a hill called Tashiro-yama, in the district of Shasui, province of Yetschiu, the result being the formation of a cave "six hundred yards in circumference," the overthrowing of four houses with their inmates, and the death of a number of cattle. The village of Tashiro is about sixteen miles (English) from Kusatsu. It lies at the foot of the Torii pass, and is distant more than a hundred miles from Futago-yama at Hakone.

GEORGE PITCHFORD, 26, of England, seaman on the American ship *Guardian*, was up before Mr. Wodehouse this morning on a charge of disorderly conduct yesterday. A seaman of the *Audacious* named Thomas King, said he was at the London Inn yesterday, and hearing a noise going on outside, he went to the door to see what was up, and saw four merchant seamen engaged in a "shindy," the prisoner being one of them. Three of the men appeared to be attacking the fourth, Pitchford, being one of the attackers. He had the knuckle-duster produced on his fingers, and when witness mentioned that the prisoner had a crust-stand in his hand, a marine, his companion, rushed at Pitchford in order to take him off the man he was attacking, who was on the ground, the prisoner hitting him in the face. When witness saw they were knuckle-dusters prisoner had, he made a rush at him, with the result of so seriously disturbing his equilibrium as to bring him to the ground, and he then wrested the knuckle-dusters from him, with the assistance of another man. A constable came up soon after and took prisoner into custody. The man who was attacked got a cut in the temple from the knuckle-duster he lay on the ground.—Thomas Organ, the marine, said he saw two men fighting outside the London Inn, one being over the other on the ground. The defendant was standing over them, and kept on saying "Not two on to one," and at the same time kept improving the occasion by thumping the undermost one in the face. Two men were attacking one, the defendant also joining in. Each time the defendant struck the man on the ground, he cut his face open, and witness then noticed he had something on his fingers. Another Marine came up, and the knuckle-dusters were taken from the prisoner and the row stopped. The man whom Pitchford attacked was much cut about the face.—The defendant said that while in the London Inn he saw three men fighting, and said, "That is not English fashion, two men on to one." One of them then jumped at him, and let him have one in the chin-trap. At the same time that the man struck him, a knuckle-duster fell from his (the man's) fingers, and he (defendant) picked it up. A marine and a blue-jacket rushed at him, took it from him, and hit him in the optic. He did not know any of the three men who were fighting, and all he had to say was that it is not fair for two men to go for one. He hit the man back who struck him. He did not use the knuckle-duster.—King, on being recalled, re-affirmed his previous testimony as to defendant's operating on the man on the ground with the knuckle-duster.—Edward Jackson, the man who was attacked, said he went to the London Inn with the defendant and two other men from the Sailors' Home. Two of the men wanted to fight him, and they hit him on the face, and knocked him down. The defendant interfered, and said it was not fair that two men should go for one. At the same time all three of them went for him, the defendant striking him in the face and on the head, but he could not say whether he did so with a knuckle-duster. He was not much hurt. He thought the defendant wanted to take his part, but was so drunk that in the confusion he hit him (witness) instead of the other man. He had no quarrel with him.—The defendant said that what last witness stated was correct. He was very drunk, and did not intend to hit him.—When arrested by Constable McDonald, defendant said he had never seen the knuckle-duster at all.—Mr. Wodehouse fined Pitchford £10 or 14 days' hard labor. A policeman was sent with defendant on board his ship to collect the dollar.

MESSRS. Douglas Lapraik's steamer *Kwangtung*, Captain M. Young, which left Amoy on the 5th, bound north, arrived here yesterday under sail, having had to put back, owing to an accident to her propeller.

THE working power of the pumps on board the new floating fire-engine was tested to-day in the presence of Mr. Creagh, Superintendent of the Fire Brigade, and Mr. Brewer, Government Marine Surveyor, the results, we understand, proving very satisfactory.

WE have to acknowledge receipt of the January number of *The Chrysanthemum and Phoenix*. This is the first number of the third volume of this most interesting magazine "for Japan and the Far East," and in point of quality a quantity of matter is quite equal to previous issues.

WE hear that Messrs. Siemens & Co. have received intelligence that the Norwegian bark *Henrik Olsen*, from Amoy to Taiwanfo, has been totally lost on the Pescadores, no lives, however, being lost, and that the crew had arrived in Amoy. No further details have yet come to hand.

A MEETING of those interested in the annual amateur athletic sports was held at the Hongkong Club on Wednesday evening at six o'clock. There were present:—Messrs. H. Foss, R. K. Leigh, H. St. de Jarret, Sadler, F. Hazeland, and E. Maclean, Secretary. Mr. Maclean, who occupied the chair, announced that the funds in hand amounted to \$100 and \$9.52, on deposit and current account, respectively. The 10th of March, the anniversary of the birth of H.R.H. the Prince of Wales, was unanimously fixed on as the day on which the sports would be held this year. After some discussion respecting the event for which the Ladies' Purse would be given as a prize, it was decided, on the suggestion of Mr. Hazeland, to make the much coveted trophy the prize for the 100 yards race. It was also decided that the race for the Ladies' purse should be open, and that previous winners should not be penalised. As Mr. Hazeland was the winner of the 100 yards race at the last annual meeting, and is a good four yards in front of any known form in the Colony over the 100 yards course, it is not very difficult to guess the more than probable destination of the Ladies' Purse. In the quarter mile flat race it was decided to penalise previous winners ten yards, and fifteen yards for having won twice. Mr. Lockhart suggested that a step-ladder be substituted for the obstacle race, and, after some discussion, it was ultimately decided to adopt Mr. Lockhart's suggestion if a suitable course could be laid out. Mr. Foss proposed that there should be no "tug of war" this year, but it was ultimately decided to try and get up an English, Scotch, Irish and German team, it being also decided that the distance for the losers to be pulled be fifteen feet. In dealing with the veterans' race, it was suggested that this race be open to residents of seven years standing, but the old rule, 30 years and over, was adhered to. The officers were then elected, and the following names were added to the Committee:—Messrs. Lockhart, Hodder, R.N., J. J. Bell, Irving, V. Smith, and F. A. Hazeland.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

A meeting of shareholders in the above Company was held this forenoon, at the office of Messrs. Russell & Co., the general managers, as required by the Companies Ordinances 1865 and 1877.

There were present:—Messrs. C. V. Smith (Chairman), H. L. Dalrymple, F. D. Sassoon, R. Shewen, Luk Sau-theen, of the Gee Chong Hong, and Ng Chow Fong.

The Chairman, having read the notice, said the meeting to-day was a purely formal one, which was required to be held within four months from the date of registration of the Company. There was no special business to put before the meeting, and he had only to state that the Company had been formed in accordance with the provisions of the articles of association. If any one had any questions to ask, he would be happy to answer them. No response being elicited, the Chairman said there was nothing further, the meeting thereupon dispersing.

THE BURNING OF THE "CARIBBROOKE."

In our last issue we published a report of the evidence given by Captain Scott and his officers at the Marine Court of Inquiry held on Wednesday at the Harbour Master's Office to investigate the causes which led to the partial destruction by fire of the steamship *Caribbrooke*, and gave a summary of the verdict, which we received just as we were going to press. The following is the official finding:

1st.—We find that the British steamer *Caribbrooke*, official No. 65467, of which Messrs. George Scott, No. of whose certificate of competency, No. 227, Penang, was master, caught fire on the morning of the 27th January 1883, while lying at anchor in the harbour of Victoria, Hongkong, and that the ship was sunk in four fathoms water by means of opening the several cocks and valves in the bottom of the ship.

2nd.—We are of opinion that the fire, originated in the stove room, but there is no evidence to show what caused it.

3rd.—We are of opinion that the master, Messrs. George Scott, committed a grave error in judgment in not making the signal of a fire on board ship provided by the Harbour Regulations. Had the proper signals been made, assistance would most probably have been supplied by the several ships of war in the port, and by the ships of the mercantile marine.

4th.—The police were in good time at the fire, and rendered very valuable assistance in getting the passengers landed. The Chinese Junk also rendered great help in landing their boats for that purpose.

5th.—We are of opinion that, with the exception mentioned in paragraph three, the master, officers, and crew did all that lay in their power for the preservation of the ship and passengers. Given under our hands at Hongkong this 7th day of February.

H. G. THOMSETT, R.N.,
Harbour Master.
G. W. BALLISTON, R.N.,
Nav. Lieut. H.M.S. *Victor Emanuel*.
A. McCANN,
Master, steamship *Penang*.
F. F. FLACK,
Master, steamship *Yapoi*.
D. SCOTT,
Master, steamship *Lanau*.

CRICKET.

HONGKONG C. C. v. OFFICERS OF ARMY AND NAVY.

This interesting match was played on the Cricket Ground yesterday, and resulted, after a close and exciting game, in the defeat of the Club by four wickets. Both teams were fairly representative ones, but the Club sadly missed the aid of F. H. O. Wilson, and in one or two other instances might have secured stronger champions. The United Services played a powerful eleven; still, their victory, under all the circumstances, must be considered rather a lucky one, and is to be attributed more to the wretched fielding of the Club than to their own superiority with bat or ball.

Winning the toss, the Club elected to take first innings, and sent in Travers and St. Croix to face the deliveries of Rice and Wilson. Both batsmen played carefully at first, as the bowling was well on the spot; but after an over or two, Travers could not resist the temptation of letting out, and in quick succession scored a two and a four off Wilson, and a three off Rice, St. Croix away for a leath of singles, sending Wilson prettily away for 3. A change of bowling was quickly resorted to, D'Aeth, being deputed to relieve Wilson, and the new bowler's first over proved fatal to the Hon. Secretary, who placed one in the sure hands of Daughli, having contributed 9 out of 23. Davies was next man in, but he had a short stay, as in trying to slog an insidious one from Rice he was clean bowled, and two wickets were down for 29 runs. Coxon cemented his partnership with Travers by hitting D'Aeth for a couple, immediately afterwards scoring three off Rice. The total had reached 39, when D'Aeth got one past Travers' bat, and Birch, who followed, had only put together three singles when Wilson, who had resumed at his old end, shot down his stumps. Four for 53. Dobson joined Coxon and a good stand was made, the last named hitting out in grand style, whilst the new comer played with great care. When the telegraph board showed 77, Hodder, who had just been put on to bowl, found his way to Coxon's wicket, the latter retiring for a well played 55, made up of one four, four threes, four twos and a single. Hynes now became Dobson's associate, and quickly showed he was in hitting form, by scoring a brace of threes and a single in rapid succession. Dobson's time had now come, however, the first ball of Lloyd's second over disturbing the equilibrium of the balls, and six wickets were down for 80 runs. Dobson's 17 included one 5, one 3, &c., and was a very useful innings. Barff and Whyte both failed to stay, and when the Naval Yard veteran was caught by Rice off D'Aeth after putting together 23 in his usual dashing style, the innings was practically at an end, Jones running himself out after scoring a couple. The total, including 8 extras amounted to 111 runs. D'Aeth and Lloyd were most effective bowlers for the Services, securing three wickets apiece at a cost of 19 and 23 runs respectively. Rice, Wilson and Hodder took one wicket each, the bowling of the former being rather expensive, no fewer than 36 runs standing to his debit.

With what appeared a very easy task set them, the Army and Navy were first represented at the wickets by Rice and Hodder, Travers and Dobson leading off the attack. The fast bowler's first over was a maiden, and then Rice sent Dobson away for 4 and 3, and in the following over another 3 and a 2 were scored, which led to this trundler's deposition in favor of Barff. Each batsman scored a single off the new bowler's initial essay, but the last ball of the over was cleverly taken in the slips by Travers, and the first wicket was down for 23 runs. Daughli joined Rice, but the latter was immediately caught by Dobson off Travers for a hard hit thirty-two, and with the addition of two runs to the total, Daughli was sent back, clean bowled by Travers for a cypher. Wilson also failed to stay, as after driving Barff for 3 and scoring a brace of singles, Travers rattled down his stumps, and D'Aeth who followed was caught by Davies off the same bowler for a single. Three and four for 53, and five for 57. With the exception of Newington, who played a good style for 14, no further stand was made, and the innings closed for 88, which included no fewer than 19 extras, a safe indication of the wretched character of the fielding. Travers took six wickets for 23 runs, and Barff, who bowled 3 no-balls, three for 18.

With 23 runs to the good, Hynes and Travers commenced the second innings of the Club to the bowling of Rice and Wilson. A bad start was made, Hynes sending Rice's first ball into the safe clutches of "The O'Rafferty," the first wicket thus falling for 2. This was the beginning of a series of disasters, which it would be useless dealing with in detail. Suffice it to say that, with the exception of Coxon (10) and St. Croix (12), no resistance worthy of the name was offered, and the last wicket fell with the total at 88. The wickets fell in the following order:—one for 2, two and three for 11; four for 17; five for 39, six and seven for 48, eight and nine for 56, and ten for 58. Rice was most successful with the ball, his 7 wickets being secured at a cost of 20 runs. Wilson had 4 wickets for 20, and Daughli, who had only just broken his duck, took two for 21. Wilson was Rice's next partner, and the play gave every promise of becoming lively, when Hynes, disposed of the Commissariat representative by a regular trimmer, his left handed player having contributed 30 out of 36 in dashing style. His score was made up of a brace of fours, five threes, one two and a single. D'Aeth next went into the lists, and an additional 20 runs were added to the total before the young Naval batsman was clean bowled by Travers, who had just previously resumed at his old end. When the telegraph board showed 60, D'Aeth was smartly caught by Davies off Barff, and at 60, Hagbury sent one into Birch's hands from the same bowler. Twenty-two runs were still required with only four wickets to fall, and the game became very exciting. Hedley opened his account by driving Barff for 7, and Danner supported him by scoring a good style for 14, and then over D'Aeth a brace of good shots, and a third, quickly settled the matter, the Army and Navy exceeding their opponents' total with four wickets still intact. The extras in the second innings totalled 10, including three no-balls and a wide.

Commercial.

THIS DAY.

Business in the Share Market this morning is at a complete standstill, not a single transaction having come under our notice. Hongkong Ice is wanted at \$172½ per share, and China Sugars are also enquired after at \$197, being an advance of \$2½ and \$2 respectively on our last quotation. Other stocks remain as per annexed list.

Since noon a fair time business in Banks has been arranged at 195 for March and 197 for April, *cum* new issue, the stock leaving off in demand at these rates. For cash, shares could be placed at 191. A few transactions in China Sugars at 200 for February 28th have also to be noted. Luzons are weak, with sellers at 115 for the end of the month.

SHARES.
Hongkong and Shanghai Bank—Ex New Issue—150 per cent. premium, buyers.
Hongkong and Shanghai Bank—New Issue—140 per cent. premium—nominal.
Union Insurance Society of Canton—\$1,850 per share, buyers.
China Traders' Insurance Company—\$1,610 per share.
North China Insurance—Tls. 1,235 per share.
Canton Insurance Company—Tls. 1,335 per share.

Yangtze Insurance Association—Tls. 870 per share, ex. div. buyers.
Chinese Insurance Company—\$220 per share.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$1,150 per share, buyers.
China Fire Insurance Company—\$322½ per share, sellers.

Hongkong and Whampoa Dock Company—49 per cent. premium, buyers.
Hongkong, Canton and Macao Steamboat Co.—\$28 per share, ex. div.
China and Manila Steam Ship Company—130 per share, sellers.

Hongkong Gas Company—\$80 per share.
Hongkong Hotel Company—\$125 per share, buyers.
Indo-China Steam Navigation Company, Limited—par. sellers.

China Sugar Refining Company, Limited—\$198 per share, buyers.
China Sugar Refining Company (Debentures)—3 per cent. premium.
Luzon Sugar Refining Company, Limited—\$115 per share, sellers.

Hongkong Ice Company—\$172½ per share, buyers.
Hongkong and China Bakery Company, Limited—\$60 per share.
Chinese Imperial Loan of 1878—1½ per cent. prem. ex. int.
Chinese Imperial Loan of 1881—2½ per cent. prem.

EXCHANGE.
ON LONDON.—Bank, T. T. 3/7
Bank Bills, on demand 3/7
Bank Bills, at 30 days' sight 3/7
Bank Bills, at 4 months' sight 3/7
Credits, at 4 months' sight 3/8
Documentary Bills, at 4 months' sight 3/8 @ 3/8

ON PARIS.—Bank, on demand 44 1/2
Bank Bills, on demand 44 1/2
Credits, at 3 months' sight 44 1/2
ON HONOLULU.—Bank, T. T. 22 1/2
ON CALCUTTA.—Bank, T. T. 22 1/2
ON SHANGHAI.—Bank, on demand 72 1/2
Private, 30 days' sight 73 1/2

OPIMUM MARKET—THIS DAY.
New Malwa.....per picul, \$535
(Allowance, Tals 64)
Old Malwa.....per picul, \$555
(Allowance, Tals 8)
New Patna (first choice) per chest, \$555
New Patna (second) per chest, \$545
New Patna (without choice) per chest, \$550
New Patna (bottom) per chest, \$557 1/2
New Benares (without choice) per chest, \$548 1/2
New Persian.....per chest, \$535
Old Persian.....per picul, \$320
(Allowance, Tals 32)

HONGKONG TEMPERATURE.
(From Messrs. FALCONER & Co's Register).
Yesterday.
Barometer—5 P.M. 30.05
Barometer—1 P.M. 30.05
Thermometer—5 P.M. 81
Thermometer—1 P.M. 81
Thermometer—4 P.M. (Wet bulb) 74
Thermometer—4 P.M. (Wet bulb) 74

To-day.
Barometer—5 A.M. 30.15
Barometer—3 A.M. 30.15
Thermometer—5 A.M. 75
Thermometer—3 A.M. 75
Thermometer—1 P.M. 81
Thermometer—1 P.M. 81
Thermometer—4 P.M. 81
Thermometer—4 P.M. 81

CHINA COAST METEOROLOGICAL REGISTER.
THIS DAY'S TELEGRAMS.
Barometer.....
Thermometer.....
Direction of Wind.....
Force.....
Dry Thermometer.....
Wet Thermometer.....
Weather.....
Hour's Rain.....
Quantity fallen.....

The British steamship *Gloucester* reports left London on the 22nd December, and Singapore on the 31st January. Had strong monsoon and fine weather.

The American steamship *City of Peking* reports left San Francisco on the 10th January, and Yokohama on the 4th instant. Had moderately strong N.E. monsoon.

The British steamship *Diamond* reports left Manila on the 6th instant. Had moderate monsoon and high confused sea until Pratas Shoals; thence to port had moderate monsoon and smooth sea.

The British steamship *Meath* reports left Sydney on the 12th January, Port Darwin on the 27th, and arrived at Amoy on the 30th; discharged 38 head of cattle, and proceeded on the same night. Experienced strong N.E. monsoon with high sea, and blowing a gale of wind at times until our arrival. Anchored in Hongkong at 3 p.m. on the 8th, all well. On the 27th at 10 p.m. passed the steamship *Menmuir* from Hongkong to Port Darwin, 8 miles South of Cape Fourcroy, Bathurst Island.

The British steamship *Merionethshire* reports left London on the 6th December, and Singapore on the 31st January. Picked up a Chinese junk in the Bay of Bengal, with six starving Chinese men who had been eight days without food, and six days without water. Had great difficulty in getting them off the junk, they being in such a weak condition, as it was blowing very hard with very high sea running at the time; landed them at Penang all well on board. Had very strong North wind from Singapore to Hongkong, with very high confused sea.

VESSELS EXPECTED AT HONGKONG.
(Corrected to Date).
Phenix.....Hamburg.....Sept. 12
Heinrich.....Cardiff.....Sept. 17
Emma T. Crowell.....New York.....Sept. 17
Lucia.....London.....Oct. 13
Adolph.....Hamburg.....Oct. 13
Wandering Jew.....Cardiff.....Oct. 20
Adelle.....Cardiff.....Oct. 21
Auguste.....Newport.....Oct. 24
Annie J. Marshall.....New York.....Nov. 23
Dato.....Liverpool.....Nov. 25
Annie W. C. Crowell.....Liverpool.....Nov. 25
Anchorage.....London.....Dec. 16
Maria Magdalena.....Hamburg.....Dec. 19
Venice (s).....Cuxhaven.....Dec. 21
Bothwell Castle (s).....London.....Dec. 28

Shipping.

ARRIVALS.

VELASCO, Spanish cruiser, Captain J. M. Warr, 7th Feb.—Manila 3 February.
SALTE, French steamer, 323, Biar, 7th Feb.—Hoilow 6th Feb, General—Shing Loong.
GLENEAGLES, British steamer, K. J. Gasson, 7th Feb.—London 22nd Dec., and Singapore 31st January, General—Jardine, Matheson & Co.

DEUTSCHLAND, German ship, 838, R. Kort, 7th Feb.—Cardiff 25th September, Coal—Messageries Maritimes.
SWIFT, British gunboat, Commander Collins, 8th Feb.—from Canton.

PEKING, British steamer, 554, G. H. Drewes, 8th Feb.—Canton 7th February, General—Messageries Maritimes.
MERIONETHSHIRE, Brit. str., 1,245, G. W. Read, 8th Feb.—London 9th Dec., and Singapore 31st Jan., General—Adams, Bell & Co.

KWANTUNG, British steamer, 674, M. Young, 8th Feb.—Fochow 5th Feb, Amoy 6th, and Swatow 7th, General—D. Lapraik & Co.
ANTON GUNTHER, German bark, 441, F. Steinbrugge, 8th Feb.—Singapore 13th Dec., Timber—Melchers & Co.

BENGLOE, British steamer, 1,198, Webster, 8th Feb.—Shanghai 3rd Feb, and Amoy 6th, General—Gibb, Livingston & Co.
GERD HEYE, German bark, 575, E. Lodewigs, 8th Feb.—Newcastle, N.S.W., Coal—Ed. Schellhass & Co.

LIDO, British steamer, 620, T. Lewis, 8th Feb.—Bangkok 29th February, Rice—Hop Hing.
DOROTHEA, German ship, 1,016, G. Mehlhose, 8th Feb.—Cardiff 4th Oct., Coal—Siemens & Co.

MEATH, British steamer, 1,337, John Johnson, 8th Feb.—Sydney 12th Jan., and Port Darwin 27th, and Amoy 30th, Coals and General—Geo. R. Stevens & Co.
TANAI, French steamer, 1,750, Druijon, 9th Feb.—Yokohama 3rd Feb, General—Messageries Maritimes.

VOLMER, Dutch steamer, T. Hintzelmann, 9th Feb.—Portland, via Departure Bay, and Esquimaux 1st January, Coals—Russell & Co.
DIAMANTE, British steamer, 514, R. F. Cullen, 9th Feb.—Manila 6th February, General—Russell & Co.

CITY OF PEKING, American steamer, 5,079, Berry, 9th Feb.—San Francisco 10th January, and Yokohama 4th February, General—CHINKING, British steamer, 790, S. M. Orr, 9th Feb.—Shanghai 6th Feb, General—Siemens & Co.

FU-VEW, Chinese steamer, 920, Barfoot, 9th Feb.—Shanghai 6th February, General—C. M. S. N. Co.
CLEARANCES AT THE HARBOUR OFFICE.
Thales, British steamer, for Swatow.

DEPARTURES.
February 7, *Bangalore*, British str., for Nagasaki, &c.
February 8, *Benglo*, British steamer, for New York.
February 8, *Vigilant*, British despatch-vessel, for Canton.

February 8, *Swift*, British gunboat, for Canton.
February 9, *Thales*, British str., for Swatow.
PASSENGERS—ARRIVED.

Per *Glencles*, str., from London, &c.—Mr. and Mrs. Dyer, Mr. and Mrs. Eustace, Mrs. Taylor and child, Messrs. Brown, Shaw, Aymer, and Ferguson, and two Chinese.
Per *Merionethshire*, str., from London, &c.—Mrs. Lester and 2 children, Miss Catlin, Miss Lawson, and 2 Chinese.

Per *Dorothea*, from Cardiff—Mr. von Horstrup.
Per *Meath*, str., from Sydney, &c.—Mr. Orr, and two Chinese.
Per *Volmer*, str., from Portland, &c.—254 Chinese.

Per *Diamond*, str., from Manila.—Messrs. J. Carvajal and M. A. Pomet, 1 European on deck, and 1 Chinese.
Per *Tanai*, str., from Yokohama.—Messrs. Tong Sang and Shimida Yake, for Hongkong. For Singapore—Mr. Abdusshauw. For Naples—Mr. Emilio Riebeck. For Marseilles—Mr. and Mrs. Langford, child, and servant, Messrs. P. de Rumine, S. Takagi, Y. Egni, Takagi Sekitche, Findlay, MacFarlane, Yoshimura, and Tanegouchi.

Per *City of Peking*, str., from San Francisco, &c.—Messrs. C. C. Hollen, Kung Ki Chue and servant, H. J. H. Tripp and servant, H. W. McPherson, and A. Greenough, 1 European stevedore, and 19 Chinese.
Per *Chinkiang*, str., from Shanghai.—Messrs. S. Moore, Reihaff, and Dalmeida, and 5 Chinese.

DEPARTED.
Per *Thales*, str., for Swatow.—30 Chinese.

SHIPPING IN HONGKONG.

STEAMERS.

ALBA, British steamer, 366, F. D. Goddard, 7th Feb.—Taiwanloo 4th February, and Amoy 5th, General—D. Lapraik & Co.
ASHINGTON, British steamer, 809, McDonald, 30th Jan.—Bangkok 23rd January, General—Jardine, Matheson & Co.

BELLONA, German steamer, 789, W. Schaefer, 4th Feb.—Saigon 29th January, Rice—Siemens & Co.
CRUSAHER, British steamer, 647, T. Rowin, 13th November.—Saigon 7th November, Rice—Chong Wo Cheung.

DECIMA, German steamer, 1,151, S. Oestmann, 3rd Feb.—Saigon 28th Jan., Rice—Geo. R. Stevens & Co.
DALE, British steamer, 644, E. Allason, and Jan.—Bangkok 15th December, Rice and General—Yuen Fat Hong.

ESMERALDA, British steamer, 393, G. Wright, 6th Feb.—Amoy 5th February, Bricks—Russell & Co.
FOKIAN, British steamer, 509, Abbott, 6th Feb.—Singapore 24th January, Kudat 30th, and Sandakan 1st Feb, Timber—D. Lapraik & Co.

GALLEY OF LORNE, British steamer, 1,389, P. Pomroy, 3rd Feb.—Shanghai 30th Jan., Tea—Russell & Co.
GLENELO, British steamer, 894, J. S. Speechly, 14th Jan.—Saigon 6th January, Rice—Tung Kee—Ardiden Dock.

HAINA, British steamer, 283, Connor, 6th Feb.—Hoilow 4th Feb, General—Aloof.
HIMALAYA, British steamer, 514, W. R. Beale, 30th Jan.—Yokohama 11th January, and Nagasaki 24th, 300 tons Coal, and 500 tons General—Butterfield & Swire.

JAPAN, British steamer, 2,440, F. F. Flack, 1st Feb.—Calcutta 17th Jan., Penang 23rd, and Singapore 25th, Opium and General—D. Sassoon, Sons & Co.
KHIVA, British steamer, 1,419, P. Homis, 6th Feb.—Bombay 17th January, General—P. & O. S. N. Co.

LEYNOCK, British steamer, 1,387, Scott, 1st Feb.—Calcutta 17th Jan., Sand Heads 18th, Penang 23rd, and Singapore 26th, General—Jardine, Matheson & Co.
LUZON, Spanish steamer, 321, Willamil, 27th Jan.—Sual 25th January, Ballast—Remedios & Co.—Kowloon Dock.

MINARD CASTLE, British steamer, 1,596, R. Skinner, 1st Feb.—Nagasaki 27th January, Coals—Adams, Bell & Co.
MINDANAO, Spanish steamer, 633, Fryer, 5th Feb.—Manila 2nd February, General—Dunn, Molloy & Co.

NAMOA, British steamer, 862, Westoby, 7th Feb.—Fochow 4th February, Amoy 5th, and Swatow 6th, General—D. Lapraik & Co.
PINOON, British steamer, 574, McCaslin, 12th Jan.—Pakhai, and Hoilow 11th January, General—Russell & Co.—Cosmopolitan Dock.

STAMBOUL, French steamer, 1,487, E. Maigre, 6th Feb.—Marseilles 17th Dec, Port Said, Suez, Aden, Colombo, Singapore, and Saigon 1st February, General—Adams, Bell & Co.
TAIWAN, British steamer, 1,109, Alfred Williams, 28th January.—Glasgow 8th December, and Singapore, General—Butterfield & Swire.

ULYSSES, British steamer, 1,560, Thompson, 6th Feb.—Shanghai 3rd February, General—Butterfield & Swire.
VLADIVOSTOK, Russian steamer, 675, Chmelovskiy, 6th Feb.—Saigon 1st February, Rice—Melchers & Co.

YANGTZE, British steamer, 719, Casson—Siemens & Co.
YORTUNG, British steamer, 286, H. Kennett, 19th Jan.—Quangai 19th Jan, General—Kwok Acheong & Sons.

SAILING VESSELS.
ALDEN BESSIE, American bark, A. Noyes, 22nd Dec.—Portland, Oregon 12th Nov., Spars—Melchers & Co.
ALEXA, British bark, 425, Robb, 16th Jan.—Wellington, New Zealand 26th November, General—Adams, Bell & Co.

ALVA, Portuguese bark, 632, E. de Souza, 12th Jan.—Kajang 9th Dec, Timber—Brandao & Co.
ANTONETTES, British bark, 1,014, E. T. Bunje, 6th January.—Manila 27th December, Ballast—Order—Kowloon Dock.

BARBAROSSA, German ship, 1,313, R. Kauch, 12th Jan.—Cardiff 4th August, Coal—Melchers & Co.
BEATRICE, British schooner, 66, Williams, 17th Jan.—Guap 7th January, Copra—Captain. BILLY SIMPSON, British bark, 433, Brown, 9th Dec.—Cebu 26th Nov, General—Master.

B. F. CHENEY, American ship, 1,322, C. E. Humphrey, 14th Feb.—Cardiff 9th Sept, Coal—P. & O. S. N. Co.
CASHMERE, British ship, 1,238, F. A. Lohhart, 17th Jan.—Newcastle 24th Nov., Coal—Master.

CHANDERNAGOR, Siberian bark, 682, Mercier, 6th Feb., Manila 27th Jan., Ballast—Carlowitz & Co.
CHAS. G. RICE, American bark, 715, A. W. Smart, 12th Jan.—Newcastle N.S.W., 18th November, Adams, Bell & Co.

COLLIER, American bark, 875, Noyes, 5th Jan., Portland, Oregon 8th November, Lumber—Melchers & Co.
CONQUEST, American bark, 516, Carins, 20th Nov.—Newcastle 22nd Sept, Coal—Russell & Co.

CYPRUS, British ship, 1,392, Johnson, 11th Jan.—Middlebro 4th August, Iron—Russell & Co.
C. B. HAZELTINE, American bark, 880, W. Gilkey, 4th Feb.—Rio de Janeiro 9th Oct., Petroleum—Russell & Co.

DANIEL, German bark, 417, P. Vogt, 14th Jan.—Hamburg 27th July, General—Melchers & Co.
DORA, German ship, 1,259, H. Meyer, 22nd November.—Cardiff 1st July, Coal—Arnhold, Karberg & Co.

ERL KONG, German bark, 456, A. Naurch, 27th Nov.—Newchwang 16th Nov., Beans—Siemens & Co.
ESMERALDA, German bark, 788, H. Brock, 11th Jan.—Lambung 10th August, General—Melchers & Co.

FANO, Danish ship, 227, M. N. Mortensen, 3rd Feb.—Cebu 18th January, General—Ed. Schellhass & Co.
GLENNY, British 3-m. schooner, 283, D. Thomson, 12th Jan.—Manila 9th Dec, General—Wieler & Co.

GUARDIAN, American ship, 1,124, Fletcher, 3rd Feb.—Newcastle N.S.W., 8th Dec, Coals—General.
HANA, German bark, 313, A. Thomson, 12th Jan.—Chefoo 1st January, General—Wieler & Co.

HERBERT BLACK, American bark, 575, Treat, 13th Dec.—Nagasaki 5th Dec, Coal—Russell & Co.—Kowloon Dock.
HERMANN, German bark, 453, W. Penn, 10th Dec.—Chefoo 28th Nov, General—Wieler & Co.

HERKONIGS, German bark, Island, and Feb. 30, 1883.
INGORUNG, German bark, 786, H. Island, 27th Jan.—Manila 19th Jan., Ballast—Wieler & Co.
JAMES G. PENDLETON, American bark, 918, H. J. Colcord, 12th Jan.—Nagasaki 2nd Jan., Coal—Russell & Co.

JOHN SMITH, Amer. bark, 564, O. Kustel, 22nd Jan.—Shanghai 18th January, Ballast—Russell & Co.—Cosmopolitan Dock.
JUNO, German bark, 517, H. C. Breckwoldt, 29th Nov.—Hamburg 22nd July, General—Melchers & Co.

KVIG, Norwegian bark, 417, Larsen, 3rd Feb.—Bangkok 28th Jan., Teakwood—Siemens & Co.
LIVINGSTONE, German bark, 531, H. Steffens, 14th Jan.—Honolulu 12th December, Ballast—Siemens & Co.

LOUISA, German 3-m. sch., 245, Schierloch, 2nd Jan.—Whampoa 31st Dec., General—Ed. Schellhass & Co.
MARIE, Ger. bk., 466, A. Weinronsky, 19th Jan.—Hamburg 5th Sept., General—Siemens & Co.

MARY WHITTRIDGE, American ship, 862, Geo. Freeman, 2nd Feb.—New York 14th Sept. Kerosene Oil—Order.
NONPAREIL, British bark, 399, E. Finlayson, 9th November.—Newchwang 30th Oct., Beans—Chong Woo.—Kowloon Dock.

PRESIDENT SIMSON, British bark, 1,235, G. Scarlett, 31st Jan.—Manila 23rd January, Ballast—Jardine, Matheson & Co.
PRINTemps, Fren. bark, 277, Galland, 4th Feb.—Whampoa 3rd February.—Jardine, Matheson & Co.

SOPHOCLES, British ship, 1,190, Alex. Smith, 4th Feb.—Sydney 5th Dec, Coal—Adams, Bell & Co.
SPICA, German bark, 915, B. Hallmann, 14th Jan.—Cardiff 1st September, Coal—Melchers & Co.

PROFESSOR NORDENSKJOLD, Norwegian 3-m. sch., 453, E. Jensen, 5th Feb.—Newcastle N.S.W., 21st December, Coal—Russell & Co.
TRI SINA, Austrian bark, 839, G. Cerakovich, 4th Feb.—Newcastle N.S.W., 19th Dec., 1,117 tons Coal—Siemens & Co.

WESER, German bark, 916, H. Hellmers, 11th Jan.—Cardiff 9th September, Coal—Order.
CANTON.
POSANG, British steamer, 967, Irwin, 7th Feb.—Shanghai 4th February, General—Jardine, Matheson & Co.

AMOI.
In Port on 30th January, 1883.
Androklos, British bark, 400 (Murray)—Boyd & Co.
Alex. Newton, British bark, 308 (Newton)—Boyd & Co.

Chloris, German bark, 334 (Matteu)—H. A. Petersen & Co.
Francisca, German bark, 368 (Jessen)—H. A. Petersen & Co.
Frohlich, German brig, 360 (Moller)—Pasadag & Co.

HONGKONG—SAILING VESSELS.

(Continued.)

Helene, German bark, 263 (J. Rieck)—H. A. Petersen & Co.
Juno, German bark, 266 (Nielsen)—Pasadag & Co.
Kjoberghavn, Danish bark, 353 (Magley)—H. A. Petersen & Co.

Louise, American schooner, 280 (Lawrence)—H. A. Petersen & Co.
SHANGHAI.
In Port on 31st January, 1883.

Annina, Italian bark, 999 (Basso)—C. & J. Trading Co.
Annie M. Bur, American ship, 889 (Byrne)—Russell & Co.

Blackandell, British brig, 963 (Swensen)—Russell & Co.
Channel Queen, British bark, (Lacheur)—Chapman, King & Co.
Charley, British bark, 359 (Schroder)—Nils Moller.

Chinghai, Chinese bark, 472 (Taylor)—C. M. S. N. Co.
Cubana, British bark, 499 (Howard)—Jardine, Matheson & Co.
Dorothy, British bark, 310 (Croal)—Drysdale, Ringer & Co.

Earl of Elgin, British bark, 979 (Morrison)—Farnell & Co.
Emma, German schooner, 219 (Michelsen)—Ed. Schellhass & Co.
Ernst, German bark, 664 (Fundi)—Captain.

Escort, American bark, 656 (Waterhouse)—Russell & Co.
Guiding Star, British bark, 311 (Schnitzer)—Mackenzie & Co.
Hedvig, British bark, 375 (Davy)—Nils Moller.

Hilda, British bark, 366 (Hemmingsen)—Nils Moller.
Ino, German bark, 344 (Bohsen)—F. A. Buhmann.
John Potts, British bark, 373 (Browns)—Morris & Co.

Kolga, British bark, 541 (Kjolseth)—Russell & Co.
Marie Berg, German bark, 536 (Hindricks)—Captain.
Minna, French bark, 456 (Davy)—Nils Moller.

Napier, British ship, 992 (Cunningham)—Melchers & Co.
Omega, British bark, 480 (Cargill)—Morris & Co.
Pelham, British bark, 340 (Downie)—Mackenzie & Co.

Perle, British bark, 400 (Krusse)—Nils Moller.
Queen of India, British steamer, 394 (Manley)—W. Hewett & Co.
Sierra Nevada, American ship—Wiser & Co.

Southern Chief, American ship, 1,283 (Higgins)—C. & J. Trading Co.
Stout, Norwegian bark, 581 (Hennester)—Chapman, King & Co.
Tetuan, British bark, 438 (Hyne)—F. A. Buhmann.

Thyra, British brig, 255 (Jones)—Forester L. & Co.
Tobique, British ship, 1,413 (Davis)—Melchers & Co.
Velocity, British bark, 450 (Martin)—Morris & Co.

YOKOHAMA.
In Port on 19th January, 1883.
A. Cashman, Russian schooner, 50 (Stenberg)—F. Ketz.

Alexander, American schooner, 50 (Carlson)—H. Cook.
Alma, American schooner, 52 (Tibbey)—J. D. Carroll & Co.
Black Diamond, German bark, 670 (Boyd)—P. Bohm.

Diana, American schooner, 75 (Peterson)—Captain.
Eise, German brig, 287 (Holm)—P. Bohm.
E. von Beaulieu, German bark, 356 (Gitting)—G. Vester.

Gianella, British bark, 472 (Kirkpatrick)—H. Macarthur.
Helena, American schooner, 40 (Bischof)—M. Ginsbury.
Herschel, German ship, 789 (Wepper)—Reimers & Co.

Khorasan, German bark, 1,090 (J. A. Viser)—A. Reimers & Co.
Raphael, American ship, 1,543 (Nicholson)—C. & J. Trading Co.
Rederhus-Hav, German bark, 599 (Nicholson)—Jardine, Matheson & Co.

Rose, American schooner, 40 (Wilson)—W. Copeland.
Sophie, Russian brig, 150 (P. Lemscheff)—F. Ketz.
St. Ives, French bark, 424 (Froud)—Walsh, Hall

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Errington, Hongkong.
Audacious, double-screw iron frigate, Captain R. E. Tracy, Hongkong.

Champion, corvette, 14 guns, Captain Russell S. G. Pasley, Singapore.
Cleopatra, corvette, 14 guns, Captain Hippisley, Shanghai.

Curacoa, corvette, 14 guns, Captain S. Long, Yokohama.
Daring, composite sloop, 4 guns, Commander F. J. J. Elliott, Kobe.
Encounter, steam corvette, 14 guns, Captain G. Robinson, en route Manila.

Esk, double-screw gunboat, 3 guns, In reserve, Hongkong.
Flying Fish, sloop, 4 guns, Lieut.-Commander Hoskyn, Hongkong.
Fly, double-screw gun-vessel, 4 guns, Commander J. Hope, en route Singapore.

Foxhound, gunboat, 4 guns, Lieut.-Commander McQuhae, Sandakan.
Kestrel, double-screw gun-vessel, 4 guns, Commander E. Hotham, Amoy.
Lily, screw gun-vessel, 3 guns, Commander Evans, Singapore.

Maggie, surveying vessel, 4 guns, Lieut.-Commander Harcourt, Nagasaki.
Midge, double-screw gun-vessel, in reserve, Hongkong.
Moonen, gunboat, 4 guns, Lieut.-Commander J. H. Corfe, Yokohama.

Pegasus, sloop, 6 guns, Commander E. F. Day, Hongkong.
Sheldrake, gunboat, 4 guns, Lieut.-Commander M. Bridger, Shanghai.
Swift, double-screw gun-vessel, 5 guns, Commander Collins, Canton.